ED DAILY EXCEPT SUNDAY

# SUBSCRIPTION RATES week .....

ck Building), Room 404 O. A. MENET, Represe



SDAY, AUGUST 10, 1909.

Y. Sun, Rooseveltian in origin, fruition of a shameful bargain int of a humiliating obligs which characterization is ection upon President Taft. n believes that the purpose is ch the procurement of reve a it is the investigation of cor

o his own business. Others ured by such irregular

ors the nomination of Lake r. It is assumed that the nt supports Bulkeley for and that the Senator apthe Lake candidacy. Does it

air judgment, been suffi-J. Hill for Senator against And rumor says that othrtunities arrive.

an Payne of the House comon Ways and Means, who stood limly in conference for free hides, is now talked of for the succesto Senator Depew. He is also med for Speaker of the next and it would scarcely be surif his name should appear on ext Republican Presidential ticket. s finding that it pays to take the

can Representatives from a Kansas and other Mid-West tates, who have been classed as "inbecause they antagonized ker Cannon and his rules, or fought for tariff reductions, have also nd that it pays to follow public nt. They are the only members m their States who have not gone me in a hurry to "mend fences."

A constitutional amendment limiting bly the length of the General ble's sessions, would undoubtedadopted by the people. They oth angered and disgusted by the orth of the present session. Seven othe, and the eighth commenced, in h too protracted a period. The enas could have been transd in three months, but for proination by committees, and pro-in debate. Many of the so-called could be best described by the Har old phrase, "Diarrhea of a and constipation of ideas." Nor ould it be necessary to have annual a, in the event of a three-month adopted. Especially would be true, if a properly endowed ion should be stillities commiss sated, for it would relieve the Genbly of a considerable proon of its work.

Il means, such a constitutional d. as a protection against such

elty in litigation has appeared Southwestern Telegraph & pany from serving anther under the number 2838," which he formerly had. strain the latter subscriber that number. The plainte that he disposed of his to the subscriber now made nt in the suit, but retained ne number, which he conasset; nevertheless, the dehas continued to use that The question for the court is whether or not a telember is legally an asset. An the affirmative could be as prohibiting a telephone from changing the numbers given to its subscribers; it confer upon telephone num-letual dignity of franchises,

their value to be computed in dollars and cents. It is a very peculiar case in several of its phases.

#### IS CONNECTICUT A CORRUPTION-RIDDEN STATE?

(New York Evening Post.) The people of Connecticut evidently think that New York state has got a good thing in its public utilities commission law. Yesterday, in the lower house of the Connecticut legislature, there was a battle royal between the Chandler bill, modeled after the New York statute, and the Barnum measure, contrived in the intrests of the railroads and the troller lines Contributed in the contribute of the contribute of the railroads and the troller lines Contributed in the contribute of the contributed in th railroads and the trolley lines. Con-necticut has long had a railroad comnecticut has long had a railroad com-mission of the "weak type," with pow-er only to scold. Places upon it have been political plums, whose net effect has been to draw salaries from the state treasury and to furnish passes for the commissioners and their fam-ilies. The Barnum measure proposes to except from the jurisdiction of the new commission steam and electric roads. It is charged that the attorney new commission steam and electric roads. It is charged that the attorney of the New Haven road is its author. The Chandler bill would do away with the present railroad commission, and give the new commission power over all public service corporations. The presence and activity of lobbyists and corporation managers on the floor of the house became so scandalous yesterday that the speaker amidst an uproar, finally ordered their ejection. After it seemed violently probable that the Chandler substitute for the majority's recommendation of the Barnum measure would have a slender majority, three votes changed with suspicious rapidity, and the substitute for the majority report was negatived, 105 to 103. The legislative session has already been unprecedentedly protracted by the lively fight over this matter so that even in the corruption-ridden state of Connecticut the notion of adequate corporate regulation seems to have found wide popular support. roads. It is charged that the attorney

#### TESTING INSANITY

Two Suggestive Stories of Sudden Discovery.

Sudden Discovery.

These two stories of the unexpected determination of insanity are taken from the Lives of the Lord Chancellors. The first is told by Lord Briskine and the second by Lord Mansfield:

"I examined for the greater part of a day, in this very place, an unfortunate gentleman, who had indicted a most affectionate brother, together with the keeper of a madhouse at Hoxton, for having imprisoned him as a lunatic, while, according to his own evidence, he was in his perfect senses. I was unfortunately not instructed in what his lunacy consisted, although my instructions left me no doubt of the fact but not having the clue, he completely foiled me in every attempt to expose his infirmity. You may believe I left no means unemployed which long experience dictated, but without the smallest effect. The day was wasted, and the prosecutor, by the most affecting history of unmerited suffering, appeared to the judge and jury, and to a humane English audience, as the victim of the most wanton and barbarous oppression. At last Dr. Slims came into court, who had been and barbarous oppression. At last Dr. Sims came into court, who had been the Lake candidacy. Does it low that the State machine has these two candidacles? If must have turned a very short it least as to Lake.

Sims came into court, who had been prevented by business from an earlier attendance. From him I learned that the person who, under my long examination, had appeared to be so rational, intelligent and fil-used, believed himself to be the Lord and Saviour of mankind, not merely at the time of his confinement, which was alone necessary for my defense, but during the whole time he had been triumphing over every attempt to surprise him in the concealment of his disease. I then affected to lament the indecency of my ignorant examination—when he expressed his forgiveness, and said, with the utmost gravity and emphasis, in the face of the whole court, I am the Christ—and so the cause ended."

"A man of the name of Wood had

"A man of the name of Wood had indicted Dr. Munro for keeping him for having supported as a prisoner when he was sane. He underwent a most severe cross-examination from the defendant's counsel, without exposing his infirmity; but Dr. Battye having come upon the bench battye naving come upon the bench by me, and having desired me to ask him 'what has become of the princess with whom he had corresponded in cherry-juice,' he showed in a moment what he was. He answered, that 'there was nothing at all in that, because, having been (as everybody knew) imprisoned in a high tower, and being debarred from the use of ink, he had no other means of correspondence, but he westing his latters in the second of the correspondence. by writing his letters in cherry-julce, and throwing them into the river which surrounded the tower, where the princess received them in a boat.' There existed, of course, no tower, no There existed, of course, no tower, no imprisonment, no writing in cherry-juice, no river, no boat, no princess-but the whole was the inveterate phantom of a morbid imagination. I immediately directed Dr. Munro to be acquitted. But this madman again indirected Dr. Munro in the city of Lon-

acquitted. But this madman again indicted Dr. Munro in the city of London, through a part of which he had been carried to his place of confinement, Knowing that he had lost his cause by speaking of the princess at Westminster (such is the wonderful subtelty of madmen)—when he was cross-examined on the trial in London, as he had successfully been before, in order to expose his madness all the order to expose his madness, all the ingenuity of the bar and all the au-thority of the court could not make him say a single syllable upon that topic which had put an end to the indictment before, although he still had the same indelible impression upon his mind, as he signified to those who were near him; but, conscious that the de lusion had caused his former defeat, he obstinately persisted in holding it back. His evidence at Westminster

## was then proved against him by the shorthand writer—and I again directed an acquittal." Greenwich Women In Suffrage League

Greenwich, Conn., Aug. 10.—At The Maples, now one of the Summer hotels here, prominent New York and Green-wich women have formed an equal franchise league. There are twenty-two Mrs. W. W. Hyde, Miss Hyde is a graduate of New York University and New York University Law School and a member of the New York bar.

The officers elected were: Miss Adelaide B. Hyde, President; Mrs. Edward O. Parker, First Vice President; Miss Louise Willard, Second Vice President; Mrs. Henry L. Cammen, Third Vice President; Mrs. William B. Bracken, Secretary; Mrs. Edwin N. Chapman, Treasurer; Miss Elizabeth Beley, Chairman of Press Committee. Beley, Chairman of Press Committee. Most of the members are wives of prominent New York brokers, lawyers, and business men.

Among the members are Mrs. Grace
Gallatin Seton, wife of Ernest Thompson Seton, Miss Ely, Mrs. Bracken,
Mrs. Chales B. Reed of New York,
Mrs. C. T. Thompson, Miss Louise Willand meantieton of the Mankes Mrs.

lard, proprietor of the Maples Mrs. Catherine Wilson, Mrs. M. Marshall, Mrs. Howard Hinton, Mrs. Edward O. Mrs. Howard Hinton, Mrs. Edward O. Parker, Mrs. Victor Muller, Mrs. Henry L. Camman, Mrs. George P. Sheldon, Mrs. F. O. Hilliars, Mrs. Henry M. Hitchcock, Mrs. Normal Talcott, Mrs. Edwin N. Chapman, Mrs. Thomas Weils, Mrs. Worthington Miner, Mrs. Vice M. Hurd and Mrs. Useach W. Lee M. Hurd, and Mrs. Joseph H. Hunt.

ers agreed to register nextome voters on school

# CONNECTICUT **ROADS RAPIDLY** GIVING OUT

Sober Conclusions Drawn From Comparison With Massachusetts Highways -Building and Keeping.

That something is the matter with Connecticut roads is the constant complaint which has been made by autonobilists during the past few months. In view of the liberal provisions made by the Legislature for road building this seems a bit ungrateful but, as a matter of fact, the trouble is not with the amount of road building being done but with the way in which the roads once built are kept in order. To town roads and State roads criticism

are allike applied.

The one great cry since high-powered automobiles became universal has been that they were highly destructive to the roads and, now, even the most optimistic of automobilists makes most optimistic of automobilists makes no pretense of denying this. But, on the other hand, the automobile has become so universally the common means of locomotion that, to say that roads are used more by automobiles than by horses, would hardly be an exaggeration — especially when the trunk roads and main highways are kent in mind. The inevitable conclukept in mind. The inevitable conclu-sion is that, as roads are built for the greatest number of users, the time is at hand if it has not already arrived, when roads must be constructed with a distinct idea of withstanding auto-

mobile traffic.

To know that they are not withstanding it at the present time one has only to take a car and go out of the city ten miles in practically any direction—to New Haven, to Hartford, to Springfield. In every case it will be found that the hard macadam road to Springfield. In every case it will be found that the hard macadam road is being worn in two little furrows in which the large stones of the bed have been laid practically bare while, in the center ,and in patches all through the bed the top dressing has entirely disappeared leaving hollows of large stones and a rough bumpy surface. Scattered for stretches, 100 yards or more in length, moreover, will be patches of loose stone strewn apparently for the single purpose of puncturing automobile tires. The causes of these evils are obvious. The powerful grind of the automobile tires passing over the road with their adhesive rubber surface whirls the top dressing from the bed stone beneath. The wind catches it up or the rain washes it off and the large stones are left more exposed at the passing of every automobile.

There is, it has been said, no way

very automobile. There is, it has been said, no wa

There is, it has been said, no way to cure these evils except to rebuild the road. To confute such a statement one has only to cross the Connecticut line into Massachusetts and see what is happening there—smooth roads, no ruts, and a smooth, firm, hard cressing like a cinder track. What is the difference—the method of construction or the method of preservation? Both probably.

To get an idea of the difference take a motor from Hartford to Enfield street and from Enfield street to Northampton, or, better still, take the Connecticut roads to the Massachusetts border and then the Massachusetts border and the the they are rutty, filled with hollows, strewn with loose stones. On the other they are smooth as a floor, dustless, and with the top dressing still serving its purpose.

Two very apparent differences suggest themselves, even to an amateur, in a comparison of the construction and maintenance of the two roads. The first is obvious in an instant—the Massachusetts roads are olled and the Connecticut roads are not. Put on, originally, simply as a dust-layer, the tar dressing of Massachusetts is servered and resing of Massachuset

Connecticut roads are not. Put on, originally, simply as a dust-layer, the tar dressing of Massachusetts is serving the very admirable purpose of a tinder. Not only is the dust nuisance entirely abated, but the oil dressing serves to keep the road dressing in its place, binds it together, and makes it more than ever a hard, smooth finish for the road.

ish for the road. The second difference is that the Connecticut roads are crowned or rounded over at the top, while the Massachusetts roads are flat. At first glance the Connecticut method would glance the Connecticut method would seem superior, but results would apparently not show it to be so. A dirt road must, of necessity, be crowned to let the water run off and to keep it from forming deep quagmires. In a macadam road there is, apparently, no such danger and a good deal of harm. The water running off very swiftly takes the top dressing, worked loose by the automobiles, with it, and furnishes one of the chief causes of the denudation of the roads.

Another argument against crowning

Another argument against crowning the roads is, curiously enough, attributable to human nature. An automo bile driver, on a crowned road very naturally drives as nearly on the top of it as possible. If he goes off to one side he is, so to speak, on a side hill, and the weight of his car is not only thrown to one side, but the tires are put to a very heavy strain of being "run over" exactly in the manner in which a high heel is run over if the foot is not set down squarely. Under these circumstances the whole instinct these circumstances the whole instinct of each and every driver is to keep as near as possible to the top of the road, and, as all cars are traveling in practically the same place, the result very shortly appears in two large ruts through the center of the road.

In Massachusetts no such thing appears. The roads are flat, or nearly flat, and the automobilist runs where chance happens to carry him. The

flat, and the automobilist runs where chance happens to carry him. The likelihood of two drivers taking exactly the same path is greatly reduced, and the wear and tear on one place is practically done away with. Moreover, instead of refusing to run off, the water on the flat roads serves a very useful purpose, and, instead of carrying away the top dressing, tends, apparently, to mat it down.

a perfect running surface, the dressing is near the ideal, while, in the vicinity of large cities, the cost is nearly met by the saving in the matter of sprink-

ling.

Of course it is very easy to sit at one's desk and tell how to build roads, but, for all of that, the critic has the very obvious facts before him. An afternoon's trip, of which part is in Massachusetts and part in Connecticut, the most convincing argument. And is the most convincing argument. And the fact remains that Connecticut roads are not holding out. That one-time perfect stretch from Hartford to Middletown is rutty and strewn with loose stones. West Hartford street is jagged, and even new roads built especially for automobile traffic, such, for instance, as the little stretch beyond the city line on the Windsor road, are already comparative wrecks. In the southern part of the State, along the shore, they have discovered that, by putting a covering of loose dirt on top of the worn roads, the automobiles themselves will, in time, make good roads, but that, at best, is a temporary

The great plea, then, would seem to be for maintenance of the roads which we have, constant care, constant watch for signs of wear, a flatter surface, and, most of all, a tar dressing.

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STATE OF CONNECTICUT, DISTRICT OF BRIDGEPORT, 88:

PROBATE COURT, June 15th, 1909. Estate of Mary Jana Oberbeck, late of the town of Bridgeport, in said District, deceased.

carrying away the top dressing and making the for settlement. Those who neg-The Court of Probate for the District of Bridgeport, hath limited and allowed six months from the date hereof for the claims for settlement. Those who neg-lect to present their accounts, properly attested, within said time, will be debarred a recovery. All persons in-debted to said estate are requested to make immediate payment to

PIOTR OBERBECK.
Administrator.

#### NOTICE.

Bids will be received by the Board of Public Charities of the City of Bridgeport, up to 12:00 o'clock noon Tuesday, August 17th, 1909, for the Tuesday, August 17th, 1909, for the piping of Lakeview Home. Plans and specifications are now in the posses-sion of the Superintendent of Home which is located on Asylum St.

Board of Public Charities,
EDWARD F. NEVINS,

#### SEWER PROPOSALS

Proposals will be received by the Paving and Sewer Commission at its office. Room 22. City Hall, until Friday. August 13th, 1909, at 8 p. m., for the construction of the following sewers:

In Edna street.
In Cleveland avenue.
In Wade street.
Profiles can be consulted at office of City Engineer.
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of Women's Oxfords had thought I'd make my other Oxfords do. Though I'd worn them all the

spring and mmer through, But they really were so dingy, And they made me seem so stingy, That I felt ashamed to wear Wouldn't you?

But financially I wasn't At my best; I'd expended more on trips than And if Mollan's broken sizes Hadn't been such footwear prizes, My new Oxfords I would never

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Committee will be at depot one-half hour before train leaves to give out badges and canes. Leo C. Schmidt, E. Parthenay and L. F. Schwerdtle, committee. L 10 s\* 2 4 6

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